

## America's Most Beautiful Women, Picked by a Well-Known Illustrator



**ASKED** to name America's twelve most beautiful women, Neyma McMein, the illustrator, made a selection including the five shown here. From left to right they are: Lady Ribblesdale, formerly Mrs. John Jacob Astor; Mrs. Lydig Hoyt, New York society leader; "Dolores," formerly of the Pollies; Mary Pickford, movie star and Irene Castle, the dancer. Oh yes, of course, somebody is going to raise the point that they're not all, strictly speaking, American. They were named for places in the gallery, nevertheless.

## BUSINESS MEN WILL SPEND BILLION CASH ON TRUCKS THIS YEAR

Use of the motor truck for hauling merchandise and commodities over long and short distances is expanding rapidly from year to year. Expansion has been unusually rapid during the current year, and it is estimated that during 1922 industrial corporations and mercantile firms will spend approximately \$1,000,000,000 for the purchase and maintenance of trucks, including the cost of machines, purchase of tires, oils, gasoline, parts and equipment. The production of trucks alone for 1922 is expected to amount to approximately \$250,000,000, against \$166,000,000 in 1921.

Farmers in all sections of the country, especially those within hauling distance of large city markets, increased their demands for trucks this year. Operation of his own trucks gives the farmer the opportunity to sell his own crops at first hand and obtain better prices.

"The growth in bus transportation which is now out of the hands of the old rough 'jitney' class of operator and into the control of substantial concerns which seek to operate regular lines, will increase the demand for this class of transportation," according to the Industrial Digest. "Trucks will be needed to carry coal over comparatively long routes to help the railroads, whose capacities will be taxed to the limit. It has been computed that coal can be shipped economically by highway over a great distance, as that from Scranton, Pa., in the anthracite district, to New York City, because of the saving effected in loading, unloading and light-erage charges. The coal delivery companies in the cities, which have been idle all summer, will need additional trucks in order to convey the winter's supply to householders."

To meet these expected demands for trucks, motor car manufacturers in the country are speeding up production as fast as conditions permit.

"Convincing evidence of the increased use of the motor truck is furnished by the proposal to link all large cities by trunk highways," the writer says. "The Associated Highways of America, representing Interstate highways, plans to have a national trunk highway system that will connect the three largest cities in each state. Many medium-sized cities and towns along the route would also be included, so that much of the time now required to ship manufactured articles even for short distances would be saved. It is believed that a trunk highway system for the entire country is not only feasible, but is becoming a necessity."

"The extent to which the motor truck is being used at present is indicated by reports from various cities where this method of transportation is in use. Less than 3 per cent of the milk that is brought into Cincinnati is transported by railroads even under normal conditions and milk and produce dealers in the vicinity of Cleveland are reported to be using trucks altogether. Milk coming into Philadelphia by trucks now amounts to 641,169 quarts daily and it is estimated that trucks operating out of Louisville, Ky., will soon be handling 500 tons of supplies, both on the out-bound and inbound trips."

Under normal conditions the trucks and interurbans handle 75 per cent of all perishable foodstuffs in Kentucky and Southern Indiana. The meat packing industry has also adopted motor transportation. Fifteen motor express lines for handling livestock shipments within a radius of 45 miles of Kansas City have been established. Another Kansas City motor line is planning to extend its radius of haul to a maximum of 65 miles."

In Estonia, one of the Baltic provinces, there are approximately 166 automobiles of which 135 are in Reval. Most of these are of German make. Poor roads are said to account for so small a number.

Cities reporting a decrease in stolen cars during 1921 number but seven. Cleveland heads the list.

## BIG CONFERENCE STRESSES NEED FOR EFFICIENCY

Slipshod Methods To Be Tabooed—Unified Code For Traffic Urged.

WASHINGTON, Nov. 22.—Efficiency and safety must be the slogan of the motorist of the future.

This fact was emphasized at the conference of the highway education board, Washington, October 26 to 28, in which motorists of the country were represented through delegates appointed from the National Motorists' association.

Resolutions approved by the conference stress the need for training in schools and colleges which will make for better regulation and segregation of highway traffic and more safety for life and limb. A study of the sociological aspects of highway transportation in the interest of the farm population also was presented in resolutions and given approval.

Working with a unified traffic code as its objective, the highway education board will call attention to the need for study of traffic administration, the careful registration of vehicles and the education of both drivers and the general public.

To this end the student in engineering schools will be taught the design of highway and rolling stock, the engineering features of highways and streets, and the important part which is played by parking spaces, safety zones, cross walks, street intersections, etc. The best types of signs, traffic devices for the guidance of pedestrians and drivers and vehicle and traffic lights will be studied, looking to the standardization of same.

The farm population, it is pointed out, should be brought in closer touch for social and economic purposes with trade, professional service, hospitals, churches, schools and amusements.

On the subject of the marking of county highways, to which the national Motorist association has already given constructive attention, the resolutions adopted say, in part:

"Since more than 30,000,000 people live on country roads other than the main truck-line highways, it is obvious that any general program of road building and road marking should have its important element continually in mind. If the farm element is given the proper incentive, it will more cheerfully and more generally support a road-building program. This will make bond issues much easier to float. Among the many things which could possibly be done to stimulate the interest of

the farming class, none would be of greater value than to provide him with a definite house number. He could get parcels delivered to him without difficulty, could receive calls more frequently and in greater number from the city dweller, and in turn could travel to better advantage himself in calling on people in either nearby cities or country."

Other subjects treated in the resolution on the "Sociological Aspect of Highway Transportation" are as follows:

Need for research, planning highways according to future needs, training of highway engineers, appeal to all persons engaged in highway construction, national growth and stability, decentralization of city homes, women and highways, rearrangement of village life, and study of neighborhood life.

Prof. C. J. Hughes of Harvard university was the chairman of the committee on "Teaching Highway Traffic Regulation and Safety," and Prof. C. J. Galpin, economist, in charge of farm population and rural life of the U. S. department of agriculture, was chairman of the committee on "Sociological Aspects of Highway Transportation."

Other committees which submitted resolutions, all of which were adopted, and the chairman of each committee, were as follows:

"Required and Elective Undergraduate Subjects in Highway Engineering," Prof. H. Walter Leavitt, chairman.

"Required and Elective Undergraduate Subjects for Highway Transportation Business and Highway Engineering Positions," Prof. I. M. McIntyre, chairman.

"Subject Matter of Basic Required Undergraduate Courses in Highway Engineering," Prof. L. E. Conrad, chairman.

"Subject Matter of Basic Undergraduate Course in Highway Transportation," Prof. C. B. Breed, chairman.

"Subject Matter of Undergraduate Course in Highway Engineering Theory and Design," Prof. C. C. Wiley, chairman.

"Subject Matter of Undergraduate Course in Highway Engineering Laboratory," Prof. C. A. Baughman, chairman.

"Graduate Work in Highway Engineering and Highway Transport," Prof. H. C. Smith, chairman.

## SHORTAGE OF CARS FORCING INDUSTRY TO DRIVE 'EM AWAY

WASHINGTON, Nov. 22.—(Special)—The importance of the drive-away to the automobile industry has been emphasized in no uncertain manner during the past several months of freight car shortage. Figures recently released by the National Automobile Chamber of Commerce show that in August the number of cars driven away from the factories reached the highest peak in the history of the industry. In view of this condition, the railways of the country have been again reminded by the car service division of the American Railway association that every available automobile car should be sent to the automobile production districts as quickly as possible. The figures released by the national automobile chamber show that in April the carload shipments numbered 31,334, while the driveaways totaled 22,381. In May carload shipments ran 33,416 and driveaways 28,827. The steadily mounting volume of driveaways is seen in June, when car loadings numbered 34,230 and driveaways 33,857. In July carloadings were 29,116 and driveaways 28,100. August then came along with 32,563 carloadings and 36,603 driveaways. The number of automobiles per carload is usually 3.4 to 4.

However, the fact that summer has considerable to do with driveaways lessens the importance of these figures somewhat, but, nevertheless, it is felt in railway circles that a mild winter will tend to keep the driveaways going in relative volume. The continued absence of snow and bad weather has greatly assisted the factories in moving their products by the driveaway method, and this may continue throughout the winter if road conditions permit. Herbert Hoover, secretary of commerce, declares that railroad managers are doing their best to relieve the situation and that all available cars are now practically in use. He states that the motive power is still below normal, however, in his opinion, the transportation system of the country has not kept pace with the development of American production. Both the coal and railway strikes aggravated the situation, he pointed out, and added further to the congestion.

It is pointed out in railroad circles that the carriers are bending every effort to render service to the industries of the country. The Railway association states that 4,003,759 cars were loaded with revenue freight during the week ending October 24. This is the largest number loaded in any week for the past two years. The history of the railroads shows only a peak of 14,780 cars in excess of this number. This high point was reached in October, 1920.

Advices from Detroit declare that approximately 40,000 cars per month are being shipped via boat and drive-away, compared with 60,000 during the early part of 1920, and 75,000 during the peak of the 1920 congestion.

The industry at Detroit is calling for 300 cars per day to care for its production, and the supply of cars to meet this runs around 150 cars daily. There are 12 private boats now in operation between Detroit and Cleveland, Buffalo, Chicago, Duluth and Milwaukee.

Railway equipment shops are now engaged in a mighty effort to meet the roads' call for new equipment. Orders for 1,792 new locomotives were

on hand up to October 15, and 122-953 freight cars were scheduled for production. A large portion of these will be designed for automobile shipments. The volume of orders on new equipment exceeds the record for the past 10 years.

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are intimately described in the November 15th issue of the Arizona Mining Journal, which is now on sale. This story is non-technical and intensely interesting whether a person is interested directly in mining or not. But this is one of many features of this issue and the Mining Journal should be on the reading table of all southwestern folks. It is the ONLY INDUSTRIAL REVIEW of the Southwest that is published and of value to all whose business carries them into the border states.

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